

BUILDING AEROPLANE IN SECRET HERE

Small Model Responds Gamely to All Demands Made Upon It.

MANY FEATURES WHICH ARE NEW

George W. Bebout Now at Work on Larger Aeroplane, Which He Will Operate Himself. Plan Guarantees Element of Safety—What Inventor Claims.

THE latest type of aeroplane, promising from the originality of its design to surpass for practical use the famous aerocar of the Wright brothers, is being built right here in Richmond by a Richmond inventor, George W. Bebout, foreman of the power plant of the American Locomotive Works. It is a practical machine, constructed by a practical man, and the small model has proved after the most critical trial a complete success.

"My aeroplane," said Mr. Bebout yesterday, "is designed for soaring flight without the use of a motor—that is, after it has attained a suitable elevation, it will remain in the air as long as the aviator desires. Other cars previously designed have been obliged to descend as soon as anything happened to their motor, but my car is not dependent upon the motor to stay up in the air, and can remain off the earth for an indefinite period.

"The United States government can now make specifications, not for four-hour flights, but for ten and twelve hours, and my machine will fill the bill. When completed and perfected it will be as far in advance of the present state of aeroplane design as the wireless telegraph is in advance of the old ticker system with the paper tape receiver.

His Secret Workshop.

For a year Mr. Bebout has been working on his idea, but he has been greatly impeded by the fact that he has had only odd hours to put on it, his duties at the Locomotive Works preventing the devotion of much time to the project. He has provided himself with a private workshop, the location of which is known to but a few people, and there he will complete his car, as soon as his time will permit.

Mr. Bebout had hoped to complete his task before this time, intending to devote his vacation to the construction, but his vacation was shortened on account of the necessity of his presence at the Locomotive Works on some unforeseen duties.

The Bebout aeroplane differs from the Wright machine in many particulars, a striking improvement in the Richmond car being that it will have but a single propeller.

The existence of the two propellers of the Wright machine was said to have caused the death of Lieutenant Selfridge at Fort Myer, the breaking of one propeller causing too much force to go against the other, resulting in the overturning of the car. A striking difference from the Blériot, as well as from the Wright, is that the Bebout design calls for two separate wings on each side of the car, the middle wing being stationary, the others working automatically to maintain the balance of the machine in the air.

Doesn't Mind the Weather.

"This machine," declared Mr. Bebout, "will be self-stabilizing, maintaining almost perfect equilibrium in any weather. My aero can fly in any kind of weather, while others can only fly in nearly ideal weather. It will keep its equilibrium by an ingenious automatic arrangement for increasing the area of the planes under least pressure and decreasing it when the pressure is under excess pressure.

"This will prevent its being upset by sudden gusts of wind, or sudden changes in pressure due to variable winds. Its area is 420 square feet."

The Richmond aeroplane will be the lightest ever built. It will weigh about 350 pounds, and will be constructed of heavy metal, 10 per cent lighter than the wood used in other cars. The motor will likewise be of minimum weight, wrought of aluminum and steel.

The steering gear and mechanism is all located in front, in full view of the pilot, and is operated from one wheel within easy reach. It will be the only part that will require the operator's attention, all other movements being automatic.

A feature not contained in any other car will be the third, or canopy plane, which will be above the side wings, more or less like a parachute. The descent can be diminished by this feature, which reduces the speed and prevents a heavy jar when the car touches the earth.

Not a High-Speed.

The Bebout aeroplane is not designed for high speed or large carrying capacity, but this can be obtained by the use of a more powerful motor.

For military use, the Bebout biplane, which is not a biplane of the ordinary type, will be unusually well adapted. It can be taken apart and its plane sections mounted on the machine for land travel as an automobile. The change takes from half an hour to an hour.

As soon as his car has been constructed and tested, it will be manufactured and put on the market, its special appliances making it of good salable quality. The cost to the purchaser will be approximately \$3,000.

The present machine in the course of erection in Mr. Bebout's private workshop will not embody all the details of the perfected machine, but is built to try out on a larger scale some of the ideas of the inventor that have succeeded so well in the smaller models. These details include the personal element of steering and maneuvering, and the car now being made is to test that sole remaining element. It is expected that the trial flight will take place in the next two months, but the shortness of the time which the inventor has to expend on his task makes that indefinite.

not been made with reference to the specifications required by the government.

Will Apply for Patent.

The inventor of this new aeroplane, which promises to bring as much fame to Richmond as the car of the Wright brothers has given to Dayton, Ohio, is a Richmond man, having worked up to his present position after ten years of service at the local plant of the American Locomotive Works. He is well informed in the electrical and mechanical sciences, and keeps in thorough touch with the latest theories and achievements pertaining to them. Mr. Bebout has gone at his work as a practical man, and is not a theorist or a dreamer at all, talking sanely and soberly of his plans.

The aeroplane is now in the course of being patented, and there is no danger now of an infringement. The Scientific American has on file a description of the new aero-car, and as soon as the time is ripe will publish it to the scientific world. No fuller description than the one which appears here will be given out until much later in the year.

HURT IN RUNAWAY

E. J. Hawkins, of Henric County, unconscious, with Fractured Skull.

Hurled from his wagon in a runaway accident, E. J. Hawkins, a farmer, who lives near the Church on the Three Chop Road, had his skull fractured yesterday afternoon, and is now in such a serious condition that he may die.

The jackbolt in the shafts came out while he was driving down King's Hill, and the wagon rolled over the horse's heels, causing him to dash off in fright. Mr. Hawkins's son, who was with him, escaped unhurt. Two physicians worked on the unconscious man for some time, but will be unable to remove him for twenty-four hours.

Got Wagon Load of Iron.

Most of the iron in a wagon load of iron from the Old Dominion Iron and Nail Works. The iron was stolen from the grounds of the works, and it is said that the boys had collected a full wagon load. They were arrested on their way to a junkshop, where they were to sell the iron. The officers a hard time. There were five in the gang, but one escaped.

INVITE BANKERS HERE

Councilman E. A. Barber, Jr., to Representers of Invitation Committee.

President Barber, of the American National Bank, yesterday designated Councilman Edwin A. Barber, Jr., to represent the city in inviting the American bankers Association, which meets in Chicago tomorrow to hold its session in 1910 in this city. Mr. Barber will leave for Chicago with Business Manager Danby, of the Chamber of Commerce, to-night.

Mr. Sands, president of the American National Bank, who will present the invitation on behalf of the Clearing House Association of Richmond, left for Chicago yesterday morning.

The Clearing House Association yesterday passed unanimously resolutions inviting the bankers to meet here in 1910. The Council committee had already acted, and the convention committee of the Chamber of Commerce has pledged its support.

NEW CARS OUT OF USE

Number Is Smallest Recorded Since October 28, 1907.

[Special to The Times-Dispatch.]

NEW YORK, September 11.—The fortnightly report of the American Railways Association on the car supply of this country and of Canada as of September 1, shows that the surplus of cars now amounts to 106,073 cars, as against 157,415 on August 15. The largest decrease was in box cars, of which 25,222 were surplus, as against 30,000 on August 15. The surplus in all and gondolas, the surplus of which was reduced by 16,318. The net total surplus is the smallest recorded since October 28, 1907, when only 106,073 were out of use.

Brick Wall Condemned.

As a result of the demolition of the building at 1005 East Main Street, formerly occupied by the American National Bank, it has developed that the party wall between that property and the building occupied by the Ganssedy company, owned by M. Ashby Jones, is unsafe. The wall was condemned yesterday by Building Inspector Beck, and ordered to be torn down to the level of the second floor, and further, should it develop that the wall is not strong enough to bear a new wall.

SAYS FIREMEN WERE CARELESS

Daniel Whitlock Complains of Damage to His Property by Fire Fighters.

The Board of Fire Commissioners to-morrow night will hear the complaint of Daniel Whitlock, of 1 South Jefferson Street, who alleges that in a recent fire in his house the department did not respond with due promptness, and that the firemen used more force than was necessary in hunting for the fire than was necessary.

The matter was reported to Chief Joyner some days ago, who insisted that it must be before the board, notwithstanding the willingness of Mr. Whitlock to withdraw the charge after explanations had been made.

President Charles F. Taylor, of the Fire Board, said last night that he was not familiar with the details, but that he believed there was little merit in the complaint; that Mr. Whitlock had admitted that he had not fully understood the situation when he made the charge. At all events, Chief Joyner has directed the officers of the various companies which attended the fire to appear before the board to-morrow night, when the story of the fire will be reviewed with a view of determining whether any blame lies with the department.

Officials of the Fire Board call attention to the State law under which that body is organized, which exempts the city from liability for accident or damage while taking the apparatus to or fighting a fire. It is said that the courts have sustained this act, declaring the fire-fighters an emergency department, with right of way over all vehicles in the streets, and authority to use heroic measures in saving the flames. Under this act the city has been held not liable for damage to a buggy struck by a ladder truck, nor for damage by water to a house adjoining that in which the fire occurred.

WILL GIVE EXPERT VIEW ON PELLAGRA

Dr. Drewry to Discuss New Disease, With a Report on Cases Studied.

NO EPIDEMIC IN VIRGINIA HONOR CAME UNSOLICITED

Health Department Not Prepared to Issue Statement in Absence of Facts.

Pellagra cases in Virginia will be discussed authoritatively probably for the first time in an address to be delivered on Tuesday night before the twenty-sixth session of the Southeastern Virginia Medical Association, at Courtland. The speaker will be Dr. W. F. Drewry, superintendent of the Central State Hospital for the Colored Insane, at Petersburg.

Dr. Drewry's subject will be "Pellagra, a Clinical Study and Report of Cases." The title indicates that Dr. Drewry has been brought in actual contact with cases of the disease among the patients at the hospital, and bears out the public statement that pellagra exists in State institutions.

Details regarding the disease, especially as to its causes, are but little known, and the public has been much interested in information on the subject. Physicians especially are awaiting with interest Dr. Drewry's paper on his clinical study of the cases which have come under his observation.

The State Health Department has but little to say regarding pellagra. Commissioner Williams said yesterday that the department would make no statement until it is ready to speak with authority and as a result of searching inquiry, as undigested statements regarding such matters are likely to cause much unnecessary fear and perhaps cause unjust embarrassment to business interests.

So far as the Health Department knows, there are not more than twenty cases of pellagra in the State. A young white man of Gordonsville recently developed the disease, and was sent to Johns Hopkins Hospital, in Baltimore.

INDICTED FOR GRAFT

City Officials and Contractors Caught in Jury's Drag-Net.

YOUNGSTOWN, O., September 11.—City and county officials and one or two contractors were indicted by the special grand jury to-day on the general charge of grafting. Forty-one indictments were returned against seventeen men were reported by the jury. The names were withheld. The presentments allege bribery and the giving of bribes. It also is charged that the officials protected vice, and that a serious state of affairs existed in the city and county.

Mr. Blow's Yacht Here.

Almond Blow, of Gloucester county, arrived in the harbor last night aboard his yacht.

RISKS GIVEN UP BY SOUTHERN FIRE

Reinsurance by Company With Home Office in Lynchburg. Said to Precede Liquidation.

LYNCHBURG, VA., September 11.—It was learned to-night that the Southern Fire Insurance Company, with home office here, and which began business under a Virginia charter four years ago, has reinsured all of its risks with the German-American and a meeting of the stockholders is expected shortly to take steps looking to liquidation.

The company had a capital stock of \$200,000, with a like surplus. The business has been done in all of the Southern States and in New York, and agencies have been maintained in most of the important centers.

It was backed largely by local capitalists. M. H. Dingle was president, and Holmes Cummings, formerly of Richmond, secretary.

PLAN RECEPTION FOR PRESIDENT

Taft Party to Spend November 10 in Richmond as Guest of City.

Mayor Richardson returned to City Clerk Ben T. August yesterday with his approval of the resolution providing for the appointment of a special committee of seven to arrange for a reception to President Taft on his visit to Richmond on November 10. The committee will be composed of the president of the two branches of the Council and two Aldermen and three Councilmen. As it was offered originally in the Board of Aldermen by Mr. Whitlock, it is said that he will be named as chairman. The resolution instructs the committee to act in conjunction with a committee already appointed by the Chamber of Commerce for the same purpose.

A tentative schedule has already been made up with the assistance of Secretary Carpenter and the President's aide, Captain Butts, who have been in consultation with Business Manager Danby, of the Chamber of Commerce. A presidential party will arrive in Richmond from the South at 5:10 A. M., and a formal breakfast at the Jefferson Hotel is projected, the list of invitations to be limited probably to not over 100. Later there will be an automobile ride through the city, with public speaking at some convenient point, when the President will make an address. The further details will be worked out as soon as the Council committee is organized. A special appropriation will be asked for the expense of the occasion, and provision may be made, with the assistance of the State authorities, for a great military parade, in which all the State militia will take part.

Schools Open To-Morrow.

Schools in Fairfax District of Henric county will open on Monday, when the first of the new school year will be given for the enrolling of new pupils.

PRESIDENT TAFT NAMES MONTAGUE

Former Governor One of Four to Attend Maritime Conference at Brussels.

HONOR CAME UNSOLICITED

Distinguished Lawyers From All Parts of World to Consider Great Topics.

The various county and city committees are not required under the party law to send these poll books to the State Committee, but will do so if requested. This request will be made at once. Some of the local committees have already sent them, but the Central Committee has deferred calling for them until all local counts for legislative or city candidates had been settled.

In addition to the list of appointments for public speaking announced in The Times-Dispatch yesterday, Chairman Elyson has made arrangements for an address on Monday to the voters of Stafford. The speaker will be Charles O'Connor Goelick, member of the present House of Delegates from the city of Fredericksburg and the county of Spotsylvania.

The members of the Republican party who live in Pittsylvania county have been unable so far to make up their minds as to whether or not they will make nominations for the House of Delegates. A convention was called for this purpose, but after looking over the situation the meeting decided to take no action. Adjournment was had subject to the call of the county chairman, to whom judgment as to the turn of events was left the matter of taking further steps. Indications are, it is said, that no nominations will be made.

CAMP GETS A PICTURE.

Baltimorean Makes a Present to Lynchburg.

[Special to The Times-Dispatch.]

LYNCHBURG, VA., September 11.—Dr. Arnold Elzy, of Baltimore, Md., has presented to the city of Lynchburg, a portrait of General Arnold Elzy, of the Army of the Confederacy. The portrait is to be displayed in several days at Plecker's gallery, and then will be placed in the hall of the camp at the Memorial Library building.

The presentation of this portrait was made through W. H. Blackford, president of the Maryland Life Insurance Company of Baltimore, who was a member of the Eleventh Virginia Infantry, and is a member of Gariand-Roddes Camp.

BLOCK SYSTEM FOR N. & W.

Electric Safety Appliance on Double-Track Road.

[Special to The Times-Dispatch.]

LYNCHBURG, VA., September 11.—The Norfolk and Western Railway is installing an electric safety appliance on the double track of the road, which signals are set for danger or blocks a mile in length, thus reducing the probability of rear-end collisions.

Heavy Federal Court Docket.

[Special to The Times-Dispatch.]

LYNCHBURG, VA., September 11.—The autumn term of the United States Court for the Western District of Virginia will be convened here Tuesday by Judge Henry Clay McDowell. The criminal business is expected to be unusually heavy.

C. M. Mohley, who was operated on at the Virginia Hospital on Friday, is improving.

Dr. and Mrs. D. A. Kuyk have returned to the city.

PROSPECT BRIGHT FOR ANNEXATION

Committee on Union of Manchester and Richmond Meets To-Morrow Night.

Every night this week is to be taken up by some important Council committee meeting. The Special Committee on Consolidation of Richmond and Manchester will meet to-morrow night, when reports will be submitted from the heads of a number of city departments as to the practical details involved in the undertaking. Members of the committee state that the prospect is bright for an agreement between the committees of the two cities on an amicable basis of annexation, which is now hoped to become effective before the census of 1910 is taken next spring.

Tuesday night the calendar calls for meetings of the Board of Aldermen and of the Committee on Water at 8 o'clock. It being the regular Board meeting, the Aldermen will take precedence, and another time will be named for the Water Committee, possibly Tuesday afternoon.

Wednesday night the Committee on Light meets to wrestle further with the problem of a coal contract for the Gas Works. Thursday night there are meetings of the Committees on Streets, Street Cleaning and Grounds and Buildings, which on Friday night the Committee on Ordinance, Charter and Reform is scheduled.

Back From Motor Car Trip.

Elmore D. Hotchkiss, Jr., Arthur Travers, Jr., W. Fuller, A. W. Withers and Dr. Robert C. Bryan returned to the city yesterday after a week's automobile tour through various parts of Virginia. While away, they traveled more than 750 miles, reaching many points in the Valley section. They found good roads and bad roads, but a great trip without any mishaps or punctured tires.

TRYING TO REACH EVERY DEMOCRAT

State Committee Will Make Practical Use of Primary Poll List.

CONTAINS 37,000 NAMES

Pittsylvania Republicans Up in the Air Over Race for House of Delegates.

Practical use of the primary poll lists is to be made during the present campaign for the first time since the institution of the Virginia primary system. These lists contain the names of 70,000 Democratic voters, at nearly every precinct in the State, and form an invaluable nucleus for the campaign organization which Chairman Elyson and the State committee expect to perfect before election day in November.

The primary election clerks recorded the names of every person who voted in the election of August 5. Each voter either in black and white on the ballot he cast, or tacitly by taking part in the election, pledged himself to vote for the primary nominees in November. Through these men can be reached every Democrat who did not vote in the primary, and with their aid the State committee expects to get what it has for a long time desired, but has never been able to secure—the name and voting place of every Democrat in the State.

Will Send Poll Books.

The various county and city committees are not required under the party law to send these poll books to the State Committee, but will do so if requested. This request will be made at once. Some of the local committees have already sent them, but the Central Committee has deferred calling for them until all local counts for legislative or city candidates had been settled.

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LOUISA MEETING TO BE BIG EVENT

Several Speakers Will Urge Importance of Better Highways in County.

KEEN INTEREST DISPLAYED

Pennsylvania Republicans Up in the Air Over Race for House of Delegates.

All roads, good and bad, lead to Louisa to-morrow. The mammoth good roads meeting of the campaign is to take place there at 11 o'clock, and the reports indicate that there will be a record-breaking attendance, including a large contingent of good roads enthusiasts from outside of the county. The demand for better highways is keenly felt in Louisa, and the fact that it will undoubtedly be included in the national highway from Washington through Richmond to the far South will assure great enthusiasm for the meeting to-morrow.

The program is the best that has yet been arranged in any county. Those who will speak at Louisa have made a careful study of the good roads question, and will be prepared to discuss all the practical phases of the problem, besides answering any questions that may be asked.

State Highway Commissioner P. St. Julien Wilson will outline the way to get on getting better roads, while the expert of the United States Department of the Interior, Charles T. Casper, will discuss the subject in their phases will be presented by State Senator Charles T. Casper, J. E. Pennacker, good roads agent, Lewis C. Williams, vice-president of the State Good Roads Association, and R. M. McKissick, of the staff of the Times-Dispatch.

The Times-Dispatch good roads car will leave for Louisa to-morrow morning, early to-morrow morning. It will be driven by W. E. Gordon, of the city, and the representatives of The Times-Dispatch.

Perhaps no more interesting meeting will take place during the campaign than the one at Louisa, and all the people in that neighborhood who wish to get on the subject well, from phases which do not ordinarily come up in the course of argument, are urged to attend.

FAYETTEVILLE NEXT

Dr. Clarke Says Highway Meeting Will Be Held There Shortly.

Dr. Franklin S. Clarke, of Fayetteville, N. C., spent yesterday in the city on his way home from a summer outing in the Virginia mountains. Dr. Clarke is a good roads enthusiast, and has been interested in the much-talked-of capital route. He thinks at least one of the great highways ought to go through the good old town of Fayetteville, as it is an old building purpose. His plan is to build a road from Richmond via Petersburg and Emporia, across the Roanoke River, to Fayetteville, and then along the general route of the Roanoke River, through North Carolina, to Fayetteville.

Large Crowd Witnessed Excellent Contest at Elizabeth City, N. C.

[Special to The Times-Dispatch.]

ELIZABETH CITY, N. C., September 11.—A large crowd witnessed the motorcycle races held at the Albemarle Park in this city, this afternoon.

Ed. Mangold, of Washington, N. C., won the five-mile scratch race in a time of 8 minutes and 18.2 seconds. J. Boyd Anderson, of this city, won the two-mile obstacle race in a time of 6 minutes and 32 seconds.

The track record was won by J. Boyd Anderson in a time of 1 minute and 20 seconds.

The fifteen-mile handicap race was won by Ed. Mangold in a time of 25 minutes and 23 seconds.

The five-mile pursuit race was won by Chie Thomas in a time of 6 minutes and 8 seconds.

D. M. Cheatham, of Washington, during the races was overcome by heat and had to be carried off the track by a team of men.

One of the attendants while practicing on the race track ran his machine in a ditch. The rider was severely bruised.

President Taft Expected to Make a Statement Shortly Anent Pinchot Controversy.

[Special to The Times-Dispatch.]

WASHINGTON, September 11.—According to a statement made in well-informed quarters to-day, an important announcement in connection with the controversy between Richard A. Ballinger, Secretary of the Interior, and Gifford Pinchot, Chief Forester of the government, will be made at Beverly Hills, California, Taft starts on his Western trip next week.

The prevailing opinion in Washington is that Secretary Ballinger will be sustained in every particular. Mr. Pinchot, who has been in the United States for some time, has been in the United States for some time, and his departure has renewed significance to the attitude of President Taft.

The whole case is now before the Attorney-General, and friends of Secretary Ballinger say it will be decided in his favor.

FEWER DEATHS FROM TYPHOID

Health Department Gives Encouraging Report of Situation for August.

FEAR DIPHTHERIA EPIDEMIC

Parents Urged to Take Every Precaution to Protect Children From Disease.

Typoid, pellagra, smallpox and diphtheria are four diseases to which special attention is being given by the Health Department of the Richmond Board of Health, in which are given statistics for the month of August. The bulletin shows that there were 174 deaths in Richmond during August, 77 white and 97 colored; 53 less than in July of this year, and 22 less than in August last year. For the first eight months of the present year there have been 150 fewer deaths than in 1908, notwithstanding an increase in the number of non-resident deaths, and thirteen legal electrocutions. The year 1908, in turn, showed a marked decrease over 1907. Calculated to annual rates per 1,000 of population, the death rate for the entire population was 17.91. Excluding non-residents, the death rates for white and colored were 16.59 and 26.87, respectively.

In regard to the cause of the situation the bulletin says that there were but four deaths from that disease in August, 1908, and 13 in 1909. There have been 18 deaths from typhoid against 38 in 1908, 29 in 1907, and 26 in 1906. In 1909, the corresponding figures for the year are 118 at the end of August, 1907.

The excellent showing made in connection with the typhoid epidemic, notwithstanding the large area of territory, is stated to be due to rigid supervision of the cause of the epidemic, by the attending physicians; prompt investigation of every case by the medical officers; the issuing of verbal and printed instructions to the public, and the taking of every precaution to prevent the spread of the disease to the neighbors, and the closing of a large number of dangerous wells.

In regard to pellagra the bulletin says that 9 cases were reported in the South, as well known in certain European countries, but has only been recognized in this country for recent years. During the past two months, it is stated, three cases of the disease have been reported in the department. At the same time it is exceedingly desirable that every physician who has a case of pellagra report it to the department, as pellagra is still so little known here, that by having our medical inspectors see all cases, the department will be able to render considerable aid in diagnosis.

The disease is described as characterized by a peculiar inflammation of the skin, usually first appearing on the face and other exposed surfaces; by digestive disturbances and nervous and mental depression.

The bulletin says that from records of previous years, an increase in the number of cases of diphtheria may be looked for in the month of September. Every mother is urged to learn how to examine the throats of her children, and if any appearance of whitish patches, or if the doctor should be called in at once, or even if such patches cannot be detected, but there is redness of the throat, and the child seems depressed, the same course should be followed. In the more dangerous forms there is said to be hoarseness, and the child has great difficulty later on in breathing.

The bulletin says: "The presence of any of these symptoms demands prompt medical attention. The Health Department gives antitoxin free to all cases in which its purchase would prove a burden to the family. It is the people will learn not to delay in sending for the doctor and if the doctor when summoned will administer antitoxin at once, the child will be saved. It is a mistake to suppose that a child who has been vaccinated is safe from diphtheria, but in every case in which he cannot say positively that it is not diphtheria, there should be no deaths from this disease."

Attention is directed in the bulletin to the fact that the disease of smallpox in some sections of the State.

"Up to the present time there have been but eight cases of this disease in the State, and no deaths. The department points out strongly that on account of the mild type prevalent for some years, many persons have neglected vaccination, the mild type creating a false sense of security. Smallpox of a virulent type is said to have appeared on the Virginia coast, where it was admirably handled."

The bulletin declares with emphasis: "Every person who has not been successfully vaccinated within five years, as well as every person who has never had smallpox, should be vaccinated. Smallpox never attacks a properly vaccinated person."

OUR NATIONAL DISEASE

Caused by Coffee.

Physicians now say that drugs will not correct the evils caused by coffee, and that the only remedy is to stop drinking it.

An Arkansas doctor says: "I have been a coffee drinker for 50 years, and have often thought that I could not do without it; but after many years of suffering with my national malady, dyspepsia, I attributed it to the drinking of coffee, and, after some thought, determined to use Postum for my morning beverage. I had the Postum made carefully according to directions on the pkg., and found it just suited my taste.

"At first I used it only for breakfast, but I found myself getting so much better that I had it at meal times. I am pleased to say that it has entirely relieved me of indigestion. I gained 19 pounds in 4 months, and my general health is greatly improved.

"I must tell you of a young lady in Illinois. She had been in health for many years, but she had a cold, with but little pain. I wrote her of the good that Postum did me, and advised her to try it.

"At the end of the year she wrote me that Postum had entirely cured her, and that she had gained 10 pounds in weight and felt like herself again."

Read "The Road to Wellville," in pkgs.

"There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true and full of human interest.